



## Preliminary Information

### PIP3366C Grind/Ratchet Noise Occurs When Shifting Into Park While In 4 Wheel Drive Low

#### Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Cadillac	Escalade	1999 - 2019	All	All	All	All
Chevrolet	Avalanche	2002 - 2013	All	All	All	All
Chevrolet	Blazer	1999 - 2005	All	All	All	All
Chevrolet	Colorado	2004 - 2012	All	All	All	All
Chevrolet	Colorado	2015 - 2019	All	All	All	All
Chevrolet	S-10	1999 - 2004	All	All	All	All
Chevrolet	Silverado	1999 - 2019	All	All	All	All
Chevrolet	Suburban	2002 - 2019	All	All	All	All
Chevrolet	Tahoe	2002 - 2019	All	All	All	All
Chevrolet	Trailblazer	2002 - 2007	All	All	All	All
GMC	Canyon	2004 - 2012	All	All	All	All
GMC	Canyon	2015 - 2019	All	All	All	All
GMC	Envoy	2002 - 2009	All	All	All	All
GMC	Jimmy	1999 - 2005	All	All	All	All
GMC	Sierra	1999 - 2019	All	All	All	All
GMC	Sonoma	1999 - 2004	All	All	All	All
GMC	Yukon Models	1999 - 2019	All	All	All	All
Hummer	H2	2003 - 2010	All	All	All	All
Hummer	H3	2006 - 2010	All	All	All	All

#### Supersession Statement

This PI was superseded to update Model Years. Please discard PIP3366B.

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

#### Condition / Concern

Light Duty Trucks equipped with automatic transmissions and 4 wheel drive may exhibit a condition of a grinding/ratcheting type noise when shifting the automatic transmission into park while the transfer case is in 4 wheel drive low (4LO) range.

#### Recommendations / Instructions

When in 4LO there is a greater amount of gear reduction through the transfer case into the driveline than when the transfer case is in 2WD or 4WD High. When the automatic transmission is shifted from drive or reverse into park with the transfer case in 4LO the driveline unloads and turns the propeller shaft approximately 1/8 of turn. This approximate 1/8 turn of rotation will travel into the transfer case through the gear reduction of 4LO and into

the transmission. The gear reduction in the transfer case causes the transmission output shaft to turn at a greater speed than the automatic transmission parking pawl will hold. This will result in the parking pawl to grind/ratchet until the output shaft comes to a stop. The grind/ratchet noise will last approximately one second.

This condition should be considered characteristic of 4 wheel drive vehicles operated in 4LO. Replacing transmission, transfer case and or driveline components will not resolve the concern. It is recommended to shift into park while the transfer case is in the 4HI or 2HI range.

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.



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